



NAVY NEWS



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Forward ... from the Sea

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Boeing Delivers Naval Reserve's Newest Aircraft

By Donald Ray and Journalist 1st Class Steven J. Pape, NAS JRB Fort Worth Public Affairs

FORT WORTH, Texas (NNS) — With the Navy band playing and banners swaying overhead, the Naval Reserve's newest class of aircraft, the C-40A Clipper, was officially delivered in mid-April to Fleet Logistics Support Squadron (VR) 59 at Naval Air Station Joint Reserve Base, Fort Worth, Texas.

Produced by Boeing Co., the C-40A Clipper is the newest member of the Boeing Next Generation 737 family.

Known as the "Lone Star Express," VR-59 will receive a total of four new Clippers to replace their Boeing C-9 Skytrains. They are the first of 14 Fleet Logistics squadrons within the Naval Reserve Force to receive the new planes.

Although Boeing introduced the new C-40A Clipper in September 2000 during a roll-out ceremony for the Naval Reserve, numerous dignitaries from Washington, D.C., the state of Texas, Boeing and senior military officials from around the country attended the acceptance ceremony at NAS JRB Fort Worth.

Rear Adm. John P. McLaughlin, commander, Naval Air Reserve Force,



C-40A Clipper

Photo courtesy of Boeing

expressed the opinion of all the distinguished visitors at the podium by saying that the Naval Reserve now has an aircraft fitting of the new century.

"Gone are the days that we must hop-

scotch across the Pacific and Atlantic," McLaughlin said. "We can now fly to Atsugi (Japan) with just one stop in Hawaii.

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Navy Takes Care of its Own with FSSA

By Chief Journalist Milinda D. Jensen, Chief of Naval Personnel Public Affairs

WASHINGTON (NNS) — The Department of Defense's new compensation initiative, Family Subsistence Supplemental Allowance (FSSA), became effective May 1. The program is designed to bring the military member's household income to 130 percent of the federal poverty line and remove them from the food stamp eligibility list. FSSA is a voluntary and non-taxable monthly supplemental allowance.

The maximum amount of FSSA is \$500 a month. The amount received is based on monthly household income

and family size. FSSA is available stateside and overseas to active duty, including Coast Guard, members of the Reserve components when on active duty, and their families.

Even if members did not qualify or participate in the Food Stamp Program, they still can apply for FSSA. FSSA is different from the Food Stamp Program in several ways, one being that it is a cash allowance that does not have restrictions placed on its use. The program also relies on a commanding officer's involvement for proper oversight and care of service members

that are on the program.

The sum of the supplemental allowance awarded is determined by calculating the total amount of the member's household monthly gross income and family size and comparing it to the USDA Food Stamp gross income limit tables.

Additional information can be found in NAVADMIN 107/01. Applications are available on the PERSNET web site at www.persnet.navy.mil/pers33 (under "What's New") or on the DoD web site at www.dmdc.osd.mil/fssa.

There's Still Time for "Any Day" 2001!

By the Navy News Service

WASHINGTON (NNS) — Haven't snapped that picture yet for "All Hands" magazine's "Any Day in the Navy" issue? Don't fret, you still have a couple weeks left! That's plenty of time to capture quality photos of Sailors, Marines, Department of the Navy civilian employees, Naval Reservists and family members at work and at play.

The best photos highlight daily tasks that contribute to mission accomplishment and quality of life, and show the richness of life in today's Navy. Look for a variety of subjects, angles and lighting conditions. Look for

faces, get close to the action, and avoid backs of heads, errant arms, etc. And please don't stage the action, we can usually tell!

Please keep in mind that photos should illustrate how Sailors and Marines "work, live and fight."

To be considered, photos must be received at "All Hands" by June 15, 2001. Photos will not be returned.

For more information on submission requirements, please consult NAVADMIN 110/01 or the May 2001 issue of "All Hands" magazine, pages 14 and 15.

Submissions should be mailed to: "All Hands" magazine — Attn: Photo

Editor, Naval Media Center, 2713 Mitscher Rd. SW, Anacostia Annex, DC, 20373-5819. Be sure to mark all packages: "Any Day submissions." Digital images can be sent as .jpg files to the Chief of Information's Navy Visual News Service at: navynewsphoto@hq.navy.mil. The subject line for all such submissions should read: "Any Day submissions."

Questions regarding the Any Day in the Navy photo shoot should be directed to the "All Hands" managing editor, JOCS(AW) Dave Desilets. Send e-mail to desilets@mediacen.navy.mil, or call DSN 288-2637, or (202) 433-2637.

Resource Center Emphasizes Life-long Learning

By Journalist 1st Class(SW) Scott Sutherland, Naval Station San Diego Public Affairs

SAN DIEGO (NNS) — There are 25 Navy College-related resource centers worldwide, but the one located at Naval Station San Diego is the first to offer three life-long learning operations in one stop. They are San Diego City College Tutorial Learning Center (SDCCTLTC), Naval Station San Diego Navy College Learning Center (NCLC), and Local Training Authority (LTA) San Diego's Learning Resource Center (LRC).

The three centers offer a potpourri of resources.

The SDCCTLTC provides tutors for all coursework through the second year of college, said Ray Sayre, director of the Naval Station San Diego Navy College Office. "In addition, Veteran's Administration (VA) work-study students are assigned to provide additional tutorial assistance and support to Sailors and family members using the facility."

Misty Bailey, an instructor at SDCC who works part time in the college's learning center, helps Sailors prepare for the Scholastic Aptitude Test

(SAT) and Armed Services Vocational Aptitude Battery (ASVAB). She also helps with Internet searches. Being a substitute math teacher is helpful when assisting Sailors who need to strengthen their math skills.

"One of the rewarding things about working here is that I can work with Sailors, one on one," Bailey said. She also stated she likes helping Sailors prepare to re-take their ASVAB knowing that if they do well they're more likely to advance to the next pay grade. "It's good to know I've helped them."

The NCLC is a contracted program staffed Monday through Saturday to provide assistance to Sailors. Its main function is to offer computer-assisted training in basic academics including English grammar and writing skills; mathematics, including algebra, geometry, trigonometry; and reading skills.

"There's no tutor, but someone is there to monitor the area," said Sayre.

According to Sayre, nearly 900 Sailors use SDCCTLTC and the NCLC each month.

The director of LTA San Diego, Lt.

Cmdr. Deborah Cashman, of Las Vegas, said the LRC is a Chief of Naval Education and Training (CNET)-supported function that supports training and individual personal development of Sailors.

"The largest single use of the resource center is Sailors studying for Defense Activity for Non-Traditional Education Support (DANTES) tests," said Sayre. This is followed by study time and review of information for current college courses.

According to Sayre, "Education benefits both the Sailor and the Navy. It's a positive circle. An educated Sailor is less costly to train and will do a better job with fewer mistakes. A job done correctly is cost-effective for the Navy, and usually brings positive recognition to the individual."

Sayre further indicated that positive recognition could lead to promotions, which can improve retention."

To find out what Navy College programs are available, go to www.navycollege.navy.mil.

DoN eBusiness Ops Office Selects Pilot Projects

By Naval Supply Systems Command Public Affairs

MECHANICSBURG, Pa. (NNS) — The Department of the Navy (DoN) eBusiness Operations Office has recently selected eight eBusiness pilot projects it will fund during this fiscal year from more than 360 submissions.

The eBusiness Operations Office sent out a call for pilot project proposals from Navy and Marine Corps commands in early November 2000. The purpose was to evaluate the latest technologies in use in the public and private sectors and demonstrate that they will work across the full range of Navy and Marine Corps functional areas.

Each pilot project submission was evaluated using a common set of criteria. For example, each project had to prove or demonstrate a new concept (a new way of doing business). Then they were looked at to make sure that the process wasn't already being done in the Navy. Then they were reviewed for how widely it could be used throughout the DoN, and if it could positively affect readiness, quality of life and quality of work life. Each also had to be under \$1 million and require no more than 90-120 days to execute.

Projects that survived the initial screening were analyzed for their impact across the department, cost, time to complete, compatibility with DoN and eBusiness strategies, and finally, the technological mix of the projects.

A commercial software package was used to analyze each project submission, arriving at a final overall grade. As new proposals are submitted they will be ranked against the same set of criteria.

The eight pilot projects selected for execution this fiscal year include: Pay and Personnel Ashore, from Commander in Chief Atlantic Fleet; RF Storeroom, from the Naval Supply Systems Command (NAVSUP); Maps and Charts Tracking System, from Commander in Chief Pacific Fleet;

Deployment Logistics Program, from the Naval Regional Contracting Center, London; Smart Web Move, from NAVSUP; Web-Based Automated Confidential Financial Disclosure Process, from the U.S. Marine Corps; Global Amphibious Total On-line Resource Link, also from the Marine Corps; and Medical Appointments on the Web, Naval Medical Center, San Diego.

The technology concepts to be proven and/or demonstrated include transactions processing between afloat and ashore, radio frequency technology, electronic signatures and associated security, providing medical appointment access via the Internet.

Each of the project submitters is

required to provide documentation for their respective pilot's success or failure, a schedule, and status reports throughout execution.

The DoN eBusiness Operations Office provides the funding for pilot projects and consulting services to clients in an effort to further prove that they will work. The office also serves as a data warehouse tracking all of the successes and failures of pilot projects to provide lessons learned throughout the department.

Headquartered in Mechanicsburg, Pa., NAVSUP administers the DoN eBusiness Operations Office for the Navy.

More information about NAVSUP can be found at www.navsup.navy.mil.

New Requirements for Next of Kin Documentation

By Michael McLellan, Navy Personnel Command Public Affairs

MILLINGTON, Tenn. (NNS) — Navy officials recently announced a policy and procedure change designed to provide more rapid primary and secondary next of kin (PNOK and SNOK) notification whenever a Sailor is involved in an emergency situation.

Effective immediately, Sailors are required to add the names of PNOK/SNOK, addresses and telephone numbers to the DD 93 Record of Emergency Data or NAVPERS 1070/602 Dependency Application/Record of Emergency Data.

For more details, please see NAVADMIN 098/01.

Additional guidance regarding listing next of kin information can be obtained from Ms. Sandy DuBois, Pers-621, assistant head casualty assistance branch at Navy Personnel Command at DSN 882-4299 or (901) 874-4299, or via e-mail to Sandy.DuBois@persnet.navy.mil.



USS *Harry S. Truman* Heads for Home

By USS Harry S. Truman Public Affairs

USS *HARRY S. TRUMAN*, At Sea (NNS) — USS *Harry S. Truman* (CVN 75) completed its northbound transit of the Suez Canal May 3, marking the end of its mission to the Middle East. The transit to the Suez began shortly after an S-3B Viking touched down on HST's flight deck April 27, heralding the end of the battle group's support of Operation Southern Watch.

The Suez Canal transit also marked the end of the longest period of time a U.S. aircraft carrier battle group has operated in the Persian Gulf.

"Your four-month stay coincided with a period of high security threats from terrorism as well as increasingly political tension throughout the region," said U.S. Ambassador to Kuwait James A. Larocco in a message to the battle group.



USS *Harry S. Truman* (CVN 75) rests anchored in the harbor off the coastline of Marmaris, Turkey, as the crew enjoys four days of liberty in the area.
Photo by Photographer's Mate Airman Monique K. Stack

"Make no mistake: the vigilance and readiness of our forces in the region, with

you as the key component of this presence, has ensured that peace and stability is

maintained in this area so

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The Naval Reserve now has a plane that will save both the taxpayers and the Navy money."

Boeing representative Howard Chambers ended the dedication portion of the ceremony by symbolically handing over the keys to the new aircraft to VR-59 commanding officer Cmdr. Mark Woodall, and CMDMC(command master chief)(SW/AW) Howard Daniel.

Until recently, VR-59 flew four C-9 Skytrains. However, the squadron's remaining C-9 was flown to VR-46 in Atlanta in October 2000 where it was added to their aircraft inventory. Since then, the men and women

of VR-59 have been training and preparing their work areas for flying and maintaining the new C-40A Clippers.

"The men and women of VR-59 are extremely excited about receiving the C-40A Clipper. The arrival of this airplane is the culmination of six months of hard work by everyone," said Woodall. "We are eagerly looking forward to introducing the airplane to the fleet and giving the fleet commanders an asset to reliably move more people and cargo throughout the world than previously possible."

The Navy ordered six C-

40A Clippers from Boeing with the first four going to VR-59. A Reserve squadron in Jacksonville, Fla., is scheduled to receive the fifth and sixth C-40A Clippers. Eventually, the C-40A will replace all of the Naval Reserve's fleet of 27 C-9 Skytrains, some of which are 30 years old.

Looking for a replacement aircraft with increased performance and versatility, the C-40A (the military version of the Boeing 737-700C) can be configured as an all-passenger or an all-cargo jet capable of holding up to eight cargo pallets totaling 40,000 pounds, or a combination of both. With

increased range and payload, the aircraft is capable of carrying 121 passengers in its all-passenger mode or 70 passengers and three cargo pallets in the combination configuration.

Sporting new fuel-efficient engines, a new configuration, and 21st century computer and operating systems, the C-40A Clipper has been labeled a flexible and cost-effective logistics aircraft for the Naval Reserve. Additionally, the C-40A meets or exceeds international noise and environmental requirements.

More information about the C-40A Clipper can be found at www.navy.mil under "fact file."

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vital to U.S. national security interests.”

While operating in the Persian Gulf, the USS *Truman* Carrier Battle Group enforced United Nations sanctions on Iraq by diverting 22 vessels with cargoes worth more than \$5 million and reduced the number of potential smugglers significantly.

Carrier Air Wing (CVW) 3 aircraft provided more than 70 percent of strike aircraft enforcing the “No Fly Zone” over Southern Iraq and participated in four strikes against Iraqi forces threatening coalition aircraft in the region. The airwing flew 869 sorties, totaling more than 2,700 flight hours during 55 fly days in support of Operation Southern Watch.

“It has left a legacy in excellence in accomplishing mission at hand, flexibility and teamwork,” said (CVW 3) commander Capt. Joe Kilkenny. “I think our preparation prior to coming out here helped a lot. The pilots had an opportunity to fly with the weaponry so they felt comfortable with it.”

According to Kilkenny, that familiarity paid off as every piece of ordnance dropped during the strikes against Iraqi forces landed within the parameters of the mission.

The air wing and battle group also participated in several exercises designed to increase interoperability with key allies in the region including Arabian Gauntlet, an exercise involving 11 nations and 22 ships.

According to 5th Fleet commander, Vice Adm. Charles W. Moore, the battle group’s performance not only maintained peace in the region but also influenced the attitude of nations. “The Iranians have been watching you and have been impressed with your strength, power, commitment and professionalism,” he said in a televised broadcast to *HST*’s crewmembers. “I think you’ve helped contribute to the shaping of Iranian thinking to a strategy of cooperation instead of confrontation.”

The *HST* Battle Group will visit two liberty ports in the Mediterranean Sea before returning to their homeport in Norfolk, Va., in late May.

Commander, Carrier Group 2, is Rear Adm. Jim McArthur. USS *Harry S. Truman* is commanded by Capt. David Logsdon.

More information about USS *Harry S. Truman* is available at www.airlant.navy.mil/carriersbar.htm.

Navy/Marine Corps News

Look for the following stories and more on next week’s Navy/Marine Corps News show:

- Contractors show off force protection equipment for the Armed Forces in Quantico, Va.;
- Reserve Marines guard 17 miles of fenceline in Guantanamo Bay, Cuba;
- Meet a Sailor who is shaping the lives of America’s next generation through the Boy Scouts;
- Go aboard the Navy’s smallest class of ship, USS *Monsoon* (PC 4) in San Diego.

Compiled on tape #2001-21, the show is on its way to the fleet now.

In Naval History

- May 21, 1968: USS *Scorpion* (SSN 589) is last heard from at 11:03 p.m. while returning to Norfolk, Va., from operations in the Mediterranean Sea. The sub is reported overdue on May 27 and by June 5, is declared lost at sea with all hands (99 personnel). The wreckage is found and photographed on Oct. 30, 1968, 400 miles southwest of the Azores in 10,000 feet of water.

- May 22, 1882: Commodore Robert W. Schufeldt completes the negotiation of a commercial treaty between the United States and the kingdom of Korea.

- May 23, 1962: America launches its 2nd orbital flight. Lt. Cmdr. Scott Carpenter flew in *Aurora 7* and completed three orbits in four hours, 56 minutes, at an altitude of 166.8 miles at speeds of 17,549 mph. Carpenter was recovered by USS *Intrepid* (CVS 11).

- May 24, 1939: Fifty-nine of USS *Squalus*’ (SS 192) crew of 85 were rescued during the one-time use of a rescue chamber designed by Vice Adm. Allan McCann. The sub sank the day before during a practice dive off the coast of Portsmouth, N.H.

- May 25, 1973: Launch of *Skylab 2* with an all-Navy crew: Capt. Charles P. Conrad, Cmdr. Joseph P. Kerwin and Cmdr. Paul J. Weitz (*Skylab 1* was the launch of the lab itself May 14). The astronauts had to fashion a parasol to cover a section of *Skylab* that lost its sunscreen/meteorite shield during launch. They also freed a damaged solar panel for electrical power.

- May 26, 1952: The Navy’s first, and for many years the largest, wind tunnel was disestablished at the Naval Gun Factory in Washington, D.C. Completed in 1914, the 8-by-8-foot wooden tunnel served the Navy for more than 30 years as an aerodynamic laboratory for research in aircraft design.

- May 27, 1919: One of three Navy/Curtiss (NC) “flying boats,” would finish a trans-Atlantic crossing to reach Lisbon, Portugal. The other two turned back before reaching the Azores. The pilot, Lt. Cmdr. Albert C. Read, along with his four crewmen and his squadron leader, would receive a gold medal from Congress in 1929 for the effort.

Visit the Naval Historical Center web site at www.history.navy.mil for more information about naval history.

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NavNews can be accessed at www.mediacen.navy.mil. E-mail story submissions to pubs@mediacen.navy.mil or call NavNews at (703) 695-0911; DSN 225-0911.

